Train Accidents

†1177. SHRl KRIPAL PARMAR: Will the Minister of RAILWAYS be pleased to state;

(a) what is the number of major train accidents which took place during the last two years and upto October this year, and on which dates and at which places, togetherwith the number of casualties in these accidents;

(b) what were the causes of each accident and whether various Commissions appointed after these accidents have presented their reports; if so, what are the findings of these Commission; and

(c) what steps have been taken by Government for improving the siatuation keeping in view the recommendations made by the Commissions?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRl BANDARU DATTATRAYA): (a) and (b) There have been 12 train accidents involving ten or more fatalities during last two years and in the current year upto October, 2002. These are as under :—

Date	Brief particulars	Cause
1	2	3
02.102000	Dashing of Truck against 902 Dn Passenger at Unmanned Level Crossing on Northeast Frontier Railway. (Killed 12, Injured 7).	Negligence of road users
02.122000	Side Collision on Ambala Division of Northern Railway. (Killed 45, Injured 149).	Judicial Commission Inquiry Report awaited.
09.022001	Dashing of road vehicles against KR-5 Dn passenger at Unmanned Level Crossing Konkan Railway. (Killed 10 Injured 4).	Negligence of road users
30.052001	Dashing of Bus against the 175 Up Passenger at Unmanned Level Crossing on North Eastern Railway. (Killed 22, injured 31).	N^ligence of road users
21062001	Derailment of 6602 Up Mangalore-Chennai Central Mail on Pal^at Division of Southem Railway. (Killed 52, Injured 314).	Failure of Equipment-Bridge

†Original notice of the Question was received in Hindi.

1	2	3
16.082001	Collision on Danapur Division of Eastern Railway (Killed 10, Injured 19).	Failure of Railway staff
23.082001	Dashing of Tempo against 4633 Up Express at Unmanned Level Crossing on Northern Railway, (Killed 11, Injured !).	Negligence of road users
20.112001	Collisicm on Danapur Division of Eastern Railway. (Killed 10, Injured 10).	Failure of Railway staff
25.112001	Dashing of road vehicle against 4556 Dn Express at Unmanned Level Crcssing on Nortiiem Raihvay. (Killed 13, Injured 4).	Negligence of road users
12052002	Derailment of 2402 Dn Siramjeevi Express between Fai2abad-Zaferabad Section of Northern Railway (Killed 11, Injured 47)*.	Sabotage
04.062002	Train engine of 5301 Up Kanpur-Kasganj Express dashed against a bus at Manned Level Crossing on North Eastern Railway (Killed 49, Injured 29)*.	Failure of Railway staff
09.092002	Derailment of Rajdhani Express on Mughal-sarai Division of Eastern Railway. (Killed 108, Injure 164)*.	Sabotage.

**Figures provisional.*

(c) Important steps taken to check accidents are listed below:

(i) A non-lapsable Special Railway Safety Fund of Rs. 17,000/- crores has been set up for renewal of over aged assets and for safety enhancement works.

(ii) Fouling Mark to Fouling Mark (FM to FM) track circuiting on entire * A', 'B', 'C, *D' and 'D Spl..' routes where speed is more than 75 kmf^ have beerj completed. Remaining portion of the work is under progress.

(iii) Extended field trials of Anti -Collision Device (ACD) have started on Norftem Railway. After successful completion of extended field trials, a decision would be taken for its application on other routes of Indian Raihvays.

(TV) State of the art technology of Digital Mobile Train Radio Communication has been sanctioned cm some important sections fw jHoviding dupl»c radk)

communication between driver/guard and control.

(v) Walkie-talkie sets have been provided to Drivers and Guards of all trains for faster and better means of communication.

(vi) There has been progressive increase in the use of Tie Tamping and ballast cleaning machines for track maintenance. Also, Track Renewal Trains are being used.

(vii) For monitoring track geometry and mnning characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being used progressively.

(viii) For detection of rail fractures/weld failures, adequate double rail Ultra Sonic Flaw Detectors have been procured. Self Propelled Ultrasonic Rail Testing Cais are being procured.

(IX) Maintenance facilities for coaches and wagons have been modemised and upgraded at many depots.

(x) Routine Over Hauling Depots have been equipped widi ultrasonic testing equipment for detection of flaws in die axles so as to prevent cases of cold breakage of axles.

(xi) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.

(xii) Periodical Safety Audit of different Divisions by inter-disciplinaiy teans from Zonal Headquarters is being conducted.

(xiii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training courses also.

(xiv) periodical safety drives are conducted to inculcate safety consciousness among the staff and road users.

(xv) Stringent penalty to the extent of dismissal/removal from service is being imposed on officials causing serious accidents.

Employment of Retired Railway Employees in commercial Institutions

†ll78.SHRlKAPlLSlBAL:

SHRIRAMJETHMALANI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a large number of retired railway employees are

†Orignal notice of the question was received in Hindi.